



Sept 23rd, 2017

Demolition Derby

5:00pm

80's Stock Class Rules and 80's Stock Class Passenger Heat

This class is for the guy or gal that does not want to put a lot of work and money into building a car. We will not tolerate any bending of these rules. If the officials decide you are overbuilt you will have to run another class or load your car. Official's decisions are final. 2017 rule updates are underlined

1. This class is limited to full size hard top (80's and newer model) automobiles or station wagons. Some 70's are eligible if the body style was made into the 80's. Examples: GM full size cars 77-up, Ford LTD & Granada 79-up, Chrysler Newport & New Yorker 79-up. Please call if in Question. Wheel base of over 108" and 6 or 8 cylinder engines only. No ambulances, convertibles, hearses, limos.
2. Drivers must be at least 16 years old for this class. Only one entry per person per class.
3. There is no Entry Fee for this derby so no pre-entries. However, everyone must pay to get into the fair and pits. This includes the driver and pit personnel. Driver (and passenger) must be registered and vehicle must be inspected 1 hour prior to start time of show or a \$50 late fee will be imposed.
4. This class will be a one heat, one shot deal. The top 3 drivers will receive money and a trophy. Payout will be based on car count. Mad Dog trophies will be available and given to any deserving drivers.
5. Safety belts, helmets and eye protection are required. Full length pants and long sleeve shirts are highly recommended for your safety. Demolition Derbies are hazardous and a high risk sport. Neither the Fair Board nor Track Officials are responsible for any injuries sustained by driver or pit crew before, during or after the event.
6. Drivers are responsible for the actions of their crew members. Any driver or pit person found to be unruly due to the influence of drugs or alcohol will be disqualified and removed from the grounds.
7. No profanity will be allowed on any portion of the car. Please remember, this is a Family Event.
8. Neither the Officials nor Fair Board will be responsible for any cars, parts or property before, during or after the show.
9. The track officials have the right to reject any entries and to re-inspect any cars at any time. All rules are subject to change and the Officials have the final say. Judges decisions are Final

PREPARTION OF CAR

1. Car number must be on a sign mounted securely on top of car, (at least 12" tall, max 24" long).
2. Remove all glass, head and tail lights, and clean inside of car and trunk before arrival at fairgrounds. This applies to metal parts, trash, screws, nails, nuts, bolts and glass. Broken glass inside doors is not permitted. Chrome molding strips, side-view mirrors, protruding outside door handles and emblems must be removed. All rear seats must be removed, including third seat and decking plates on wagons. All air bags and charges must be disconnected and removed.
3. Front doors can be welded shut and re-enforced (inside or out) for safety. Only flat metal can be used on outside and cannot exceed 6" past doors vertical seams. Inside can be re-enforced with anything. Top of driver's door skin only, can be rolled over and welded. All other doors must be chained or wired shut plus one 3"x 6" x 1/4" plate MAX may be welded on each door seam at the impact zone, halfway up the door.
4. Drivers area: Pipe, angle iron, square tubing, or steel bar no larger than 4" can be used to build a rectangular safety zone. You are allowed a dash bar and seat bar can be connected with door bars. Door bars cannot extend any further than the dash bar and seat bar. The dash and seat bars can use a flat plate on each end (12"x12" max). The rear seat bar must be within 4" of rear of seat and end plates can only be welded to door posts and doors. Do not extend the end plates to the floor. A roll over bar can be welded to the bar behind the seat and run straight up (no tilting) and over the roof. No cages or any other re-enforcements inside the car.
5. Windshield area: We suggest you install a bar, metal strap, chain or wire in the windshield area for the drivers protection to help prevent hood from coming in. Nothing allowed in any other window areas.
6. Motor swaps are allowed (IE; GM to Ford, GM to Chrysler, Chrysler to GM, etc). The mounting is limited to OEM factory motor mounts and a single (3/8 " x 6" x 6") plate to help develop a mounting surface for the OEM motor mounts. Mounting and securing of the motor using plate and chain but cannot add strengthen the frame in any way! Mounting and securing of the motor using plate and chain but cannot add strength to the frame in any way! Chains must run to engine cradle, they cannot run to frame rails. Exhaust stacks must come up through the hood. No

distributor protectors and carburetors must have air cleaners. Lower motor cradle plates are allowed for engines with broken bolt holes in the casting but cannot be used to add strength to the frame in any way.

7. Rear-ends & trailing arms must be stock. Spider gears can be welded. Slider drive shafts are allowed.

8. Suspension must be stock unless noted. Shock helper springs and coil ex-panders may be used to help weak or broken coil springs or (2) places per A-arm 4 total, can have a MAX of 2" x 2" x 1/4" plate welding the a-arm to the frame. Factory leaf sprung cars must have original number of springs and thickness. Replacement leaves must have a 2" stair-step. No homemade flat stock springs. Four leaf spring clamps per side, at least 1 clamp in front of axle.

9. Frame: No welding on frame. Notching of frame is ok but no re-welding. Pre run cars are allowed up to 4 frame patch repairs and **MUST** have noticeable damage to justify the repair. Patches cannot exceed 1/4" x 4" x 4" in size. If in question call first! No other frame repairs allowed unless approved by officials and must be for safety only.

10. Bumpers must be stock and use stock mounting. They can be mounted by using 1 of the following methods; bolted, chained, wired, or welded. Bumper shocks may be drained and pushed in. If bumper has aluminum backing it can be re-bolted directly thru the front of the bumper.

*Bolting must use factory size bolts.

*Wiring with #9 wire up to 8 loops from frame to around or thru the bumper in 2 places.

*Chain link size can be 3/8" max. You may use chain from frame to bumper or from frame around bumper in 2 places. Last link only can be welded or bolted. Links cannot be welded together.

*Welding using a minimal single pass weld and no filler metal. All of the following must be observed; only welding from bumper to bumper backing plate, backing plate to the shock, inner and outer shock tubes, and shock to frame. If no shock tube or mounting bracket is used the bumper can use a single 4" x 4" x 1/4" plate max to mount the bumper.

* Outer bumper shell may be welded to inner backing but no steel can be added.

* Tube bumpers up to 4" diameter or square x 5/16" wall can be used but ends must remain open.

* Aftermarket bumpers ok if Okayed by officials first. Must be equal or lesser to OEM style bumper.

11. Battery; 1 of any size allowed. Must be mounted inside on the floor board and covered. Mounting to a metal tray and 100% securely fastened to the floor. Use of bungies, zip ties, and plastic tie downs are NOT allowed.

12. Radiators must be mounted in stock location. Comparable replacement radiators are permitted. Transmission coolers are allowed under the hood only.

13. Body: No welding or patching on body unless approved in advance by an official. If it is not a safety issue it will not be approved. Rusted through floors inside the car between the firewall and rear axle can be patched for driver, gas tank and battery safety. Body mount bolts must be stock in stock location with rubber mounts. No screws or bolts in any sheet metal, like fenders, quarters, hoods or trunks. No severe wedging or tucking of vehicle. Minor creasing or denting is OK but don't get carried away. We would like them to look stock their first time out. Pre-run cars are allowed more leniencies in body tucking, denting & creasing. For seriously damaged car changes call first. Example: if you are going to sedagon a wagon call first.

14. Gas tanks: THIS IS THE MOST IMPORTANT RULE THERE IS!!!! Stock tanks are NOT allowed. A portable tank or fuel cell must be 100% SECURELY FASTENED behind the front seat to the floor and covered with a non-absorbent material. A metal tray mounted to the floor with the gas tank placed into the tray is highly recommended. Gas tank protectors are allowed; cannot exceed 24" in width & back side of protector cannot be attached to any vertical sheet metal. Gas line connections MUST be secured with clamps (not tape, zip ties, etc). Cars equipped with electric fuel pumps MUST have a kill switch mounted at the base of the driver's door post and dash area for easy reach by safety personnel. All fuel lines and fittings should be pressure tested quality and be covered and/or wrapped for driver's safety.

15. Tires: No restrictions on tire size. Solids and doubles are allowed. No wheel weights on drive axle and no studded snow tires. Valve stem protectors are allowed.

16. Hoods, Trunks and Tailgates can be bolted in 6 spots from sheet metal to sheet metal only OR wired or chained in up to 8 spots. Maximum wire size of 9 gauge with no more than 2 strands per spot. No more than 4 of the locations can be run to bumper or frame. Hoods must be left open for inspection. Hood must have a hole above carburetor at least 4" larger than air cleaner. If stacks are used an 8" hole around each stack is acceptable. Car must have a hood.

17. Transmission: Homemade shifters through the floor are allowed. No transmission protector.

18. Modified steering column is allowed.

OFFICIALS HAVE THE FINAL DECISION ON ALL RULES!

If it does not say it within the rules it does not mean you are allowed to do it. If in doubt, call first. For rules questions please contact:

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